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MOTOR VEHICLE PRODUCTION IN POLAND

In 1938, Poland had only 34,000 motor vehicles and was almost in last place behind all other countries in this respect. The situation was typified by the very obviously improper relation between the number of passenger cars and the number of trucks. For every 100 passenger cars there were only 22.5 trucks. Since the war the situation has improved to the extent that Poland had as early as 1948 a total of 53,000 motor vehicles. The percentage of trucks, in relation to the entire number of vehicles, had tripled.

Although Poland had no automobile industry of its own before the war, the first successful steps toward the creation of its own motor vehicle industry were taken during the postwar years in the course of the 1947-1949 Three-Year Plan. As early as 1947, the Ursus Tractor Factory delivered the first farm tractors. In 1948, the first experimental series of Star 20 3-1/2 ton trucks left the Starachowice Automotive Plant. During the current Six-Year Plan (1950-1955) the automotive industry is undergoing considerable expansion. With the activation of two new automobile plants in Warsaw-Zeran (passenger cars) and Lublin (trucks), in November 1951, an important part of the plan has already been realized. At present, the Polish automotive industry is producing at a rate of 10,000 vehicles per year. The complete equipment for another tractor factory will be furnished by the USSR under the terms of an agreement for the delivery of investment goods. This will make possible the production of caterpillar tractors and will permit raising the total tractor production 4 1/2 times to 11,000 units per year by 1955. By that time, the automotive factories in Warsaw, Lublin, and Starachowice will be producing 37,000 motor vehicles annually, of which 25,000 will be trucks. This will place Poland in the group of nations with developed automotive industries, since the annual truck production will then (in 1955) correspond approximately to that of France in 1938, while the output of passenger cars will exceed Italian production in 1946. The production of internal combustion engines for industry and agriculture will likewise be expanded considerably during the same period.

- 1 -

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Present production includes a variety of vehicles, with emphasis on utility vehicles. It also includes several types of stationary engines for industry, agriculture, and building construction, motor pumps of various types including sludge pumps, spare parts for foreign makes and older types of engines, etc.

Passenger cars are represented by the 20-liter, 50 horsepower, M-20 Warszawa which is built in Warsaw under Soviet license. The factory in Starachowice produces several types of utility vehicles, all variants of the Star-20 truck. The latter serves as basis for the construction of the long-distance Star-50 bus for 32 persons, with a useful load of 3 tons. Other derivative types are a fire engine with a separate motor pump or with an auto-pump (the truck engine being used to operate the pump) and a tank truck with 2,500 liters capacity.

Since 1951, the same factory has also been producing several types of road tractors (for hauling trailers), gondola-type trucks, and dumping devices. Among the new projects which will go into production before the close of this year are a 7 to 8-ton truck, a one-ton delivery car, a engine with supercharger for the Star-20 truck, a 350 cubic centimeter motorcycle, a motorcycle with fire extinguishing equipment on a sidecar, and an auxiliary engine for bicycles. Motorcycles of 125 cubic centimeters cylinder capacity have already been produced since last year.

The Lublin-51 truck is built under Soviet license in the Lublin Truck Factory. This is a speedy and light 2 1/2-ton truck copied from a vehicle produced by the Molotov Automobile Plant in Gorki. When the useful load is decreased to 2 tons, this truck may also be used on unimproved country roads and trails. The 6-cylinder engine develops 70 horsepower and the maximum speed is 70 kilometers per hour. Its construction and manner of operation resemble those of the M-20 Warszawa passenger car engines, except that the latter has only four cylinders.

Compared with the previous year, the total average production of the motor industry in 1952 will reflect an increase of 71 percent, which means an increase of 380 percent as compared with 1949. The increase in truck production will be particularly large. For the Star-20, production will be 30 times that of 1949 and three times that of 1951. For the Lublin-51 there are no comparable figures, since its production was not inaugurated until the close of 1951. This notable increase in production was achieved by the application of extensive measures to increase efficiency. As compared with 1949, the labor input per unit has been reduced 20 percent for trucks, 26 percent for engines, and 39 percent for tractors.

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- 2 -

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